



The Rhumb Line

Maine Maritime Museum

September 1998

Number 17



New Exhibitions Display "Treasures of the Sea"

We think of sunken bullion, jewels, cannons, and important archaeological discoveries, but Maine Maritime Museum's November exhibition *Treasures of the Sea* will feature a different kind of treasure—new acquisitions for the historical collections.

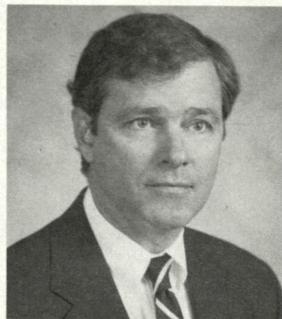
Opening Friday, November 13, *Treasures of the Sea* caps a fall exhibition schedule that includes a selection of charts published after James Cook's Pacific explorations; and a new exhibit about Ray Small, a local civic leader and one of the founders of the Bath Marine Museum.

continued on page 5

Newly Arrived —A remarkable photograph from the Frank Claes collection (see page 7) shows the C.P. Carter & Co. shipyard in Belfast, at a time when it was operated by George A. Gilchrist. The four-masted schooner Henry B. Fiske is in frame. Two schooners are hauled out on marine railways: the 24-ton John Dexter, built in 1840 at Stonington (right); and the 53-ton Abdon Keene, built at Essex, Massachusetts in 1860. Behind them is the tern schooner Myra B. Weaver, built at Bath in 1889 by John McDonald.

The image must date from 1901, for the Fiske was new that year, the John Dexter was registered at Belfast, the Eldon Keene at Portland, and John McDonald sold his three-master to F.C. Pendleton, who registered her at Belfast as the Pendleton Satisfaction.

Our Mission is to collect, preserve and interpret materials relating to the maritime history of Maine and to promote an understanding and appreciation thereof.



From the Chart Table

Summer on the Maine coast. I realize I'm not the first to observe that there's nothing quite as nice.

We've sent our pinky schooner *Maine* and lobsterboat-launch *Eight Bells* to Windjammer Days in Boothbay Harbor. We were the out-of-the-water place for Bath's Heritage Days triathlon. Fourth of July provided passengers on *Linekin II* with a spectacular fireworks display off the Bath waterfront. The Grand Banks fishing schooner *Sherman Zwicker* arrived for her summer residency on cue, as did the Grand Banks Schooner Museum Trust's tug *C.A. Harrington* to help celebrate our "year of the tugboat." We celebrated the transformation of William T. Donnell's Victorian-style house on our property with a gala lawn party to kick off a dazzling month of visitation to this "new" addition to our visitors' experience. In August the *Maine* sailed again, this time to Portland to welcome the Coast Guard bark *Eagle*.

We are happily in the midst of vacationing summer visitors and residents. Volunteers are everywhere! We're enjoying the presence of visiting yachts and sail-training schooners, and await H.M. Bark *Endeavour* on September 25. We're proud of the tugboats in the Crooker Gallery and we're remembering the battleship *Maine* in the riverfront gallery. We've enjoyed the loan of Brunswick's Curtis Library's paintings in the Peterson Gallery. And, we're busy planning the replacement of each in due course with other notable and interesting exhibitions.

All does seem quite right with the world here on Maine's seacoast in the summer. Come and enjoy it with us while it lasts.

Tom

Thomas R. Wilcox, Jr.
Executive Director

Small Point

Small Point is a real place, just inside Cape Small facing the Gulf of Maine in 42°43'N, 69°50'W. For more than a century it has been the site of a summer colony for many of Bath's shipbuilding families.

The Rhumb Line

Number 17 September 1998

The Rhumb Line is the quarterly newsletter of Maine Maritime Museum, a non-profit museum institution
Editor-in-Chief: Thomas R. Wilcox, Jr.

Editor: Robert Webb

Contributors: Ellen Conner, Darcie Lincoln,
Nathan Lipfert, Glory Penington

Design and Layout: Helen Richmond Webb

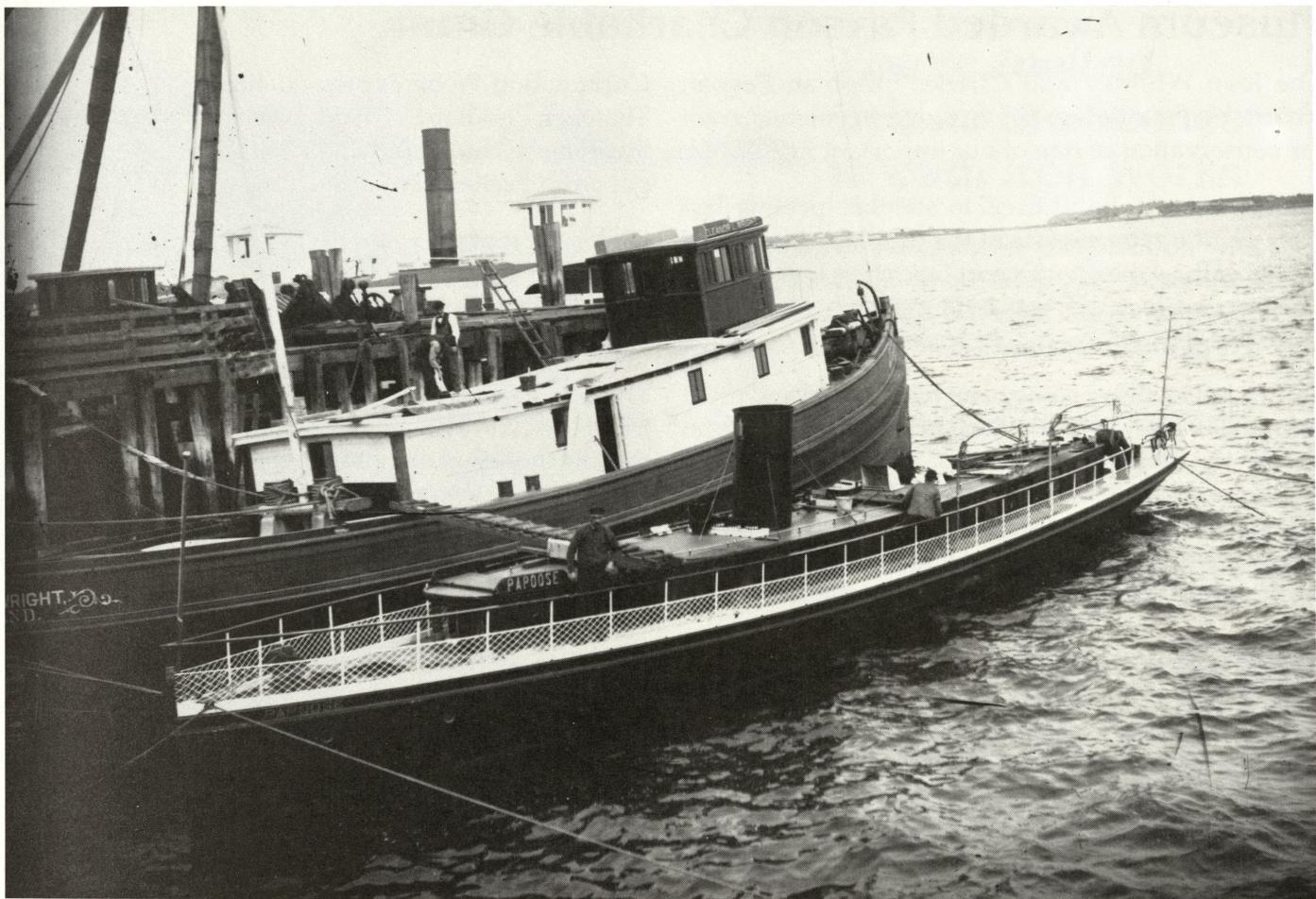
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Maine Maritime Museum
243 Washington Street
Bath ME 04530

207-443-1316
FAX 207-443-1665

www.bathmaine.com
e-mail: maritime@bathmaine.com





Gallery —

High-tech torpedo-boats surely influenced Henry J. Gielow when he drew Papoose (ON 150631) for yachtsman Hartley C. Baxter. But as built in 1893 by C.B. Harrington in his yard at the south end of Bath she measured only 77.8 x 10.3 x 5.8 feet, 24.51 tons. A triple-expansion steam engine and Almy water-tube boiler powered her at first: about 1916 her steam power-plant was replaced by a gas engine. Then perhaps age and the Depression conspired against her, for her registration was abandoned as of 1934.

This rare photograph of Papoose alongside the somewhat incomplete tug Eleanor L. Wright (story, right) is part of the Angell Collection, published here through the courtesy of the Spring Point Museum in South Portland.

“Missing” Bath Tugboat Identified

William A. Baker's two-volume work *A Maritime History of Bath, Maine* (1977) remains an invaluable reference work about ships and shipbuilding in the Kennebec River region. It's still available in the museum store, and our staff and volunteers refer to it every day. Given its comprehensiveness it's surprising to find a vessel, at least one built after 1870 missing from Baker's list of Bath ships. But one has come to light.

She's the steam-tugboat *Eleanor L. Wright* (above). Her omission from Baker was discovered during preparations for the exhibition *Tugboat Classics of Maine*, when marine-antiques dealer Michael Leslie loaned us a framed photograph of the “Eleanor” that had been made as an advertisement for The Portland Company. They installed a steam engine in her during 1902.

Built at Bath in 1893 by Kelley, Spear & Company, her dimensions were 86.4 x 21.4 x 9.6 feet; 96 tons gross, 48 tons net. She was issued Official Number (ON) 136381. Initially she was registered at Portland, but she lived a peripatetic life typical of many tugboats. With her cumbersome name shortened to *Wright* she served at Philadelphia, Galveston and New York before becoming a loss, stranded off Long Beach, New York on January 2, 1927.

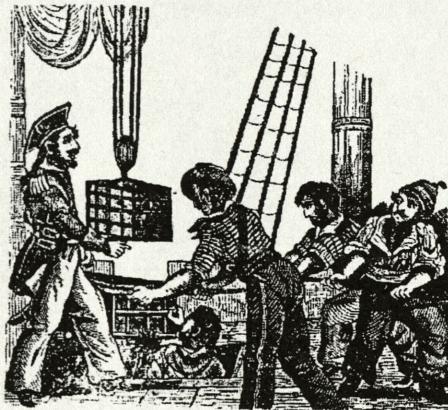
Tugboat Classics of Maine continues through March 21.

Museum Awarded Payson Charitable Grant

The Joan Whitney and Charles Shipman Payson Charitable Foundation has awarded a generous grant for conservation of one of our important models.

The award will be utilized to stabilize peeling lacquer paint on the surface of the irreplaceable rigged model of the American Export Lines freighter *Extavia*. The large scale model was built in 1946 by the Model Shop of Gibbs & Cox Inc. in New York City.

Over a half-century some paint has cracked and lifted from the brass hull. A professional conservator from the Williamstown Art Conservation Center in Williamstown, Massachusetts will painstakingly soften loose paint and reattach it, afterwards filling in any resulting hairline cracks with new paint. The work will be completed during November.



Captain Avery receiving the three chests of Treasure on board of his Ship.

The activities sounded great, the price was right, and it seemed like a good way to spend an evening away from television and video games. Costumes were welcome but not necessary, and all activities were on-going, so we could come and go as we liked. The museum was brightly lit, with colorful flags decorating the windows. We learned later that the signal flags spelled "P-I-R-A-T-E-S." A ferocious "buccaneer" greeted us at the door, and we immediately got our faces painted.

Then we tried our hand at flag-making, and learned that the word "pirate" comes from the ancient Greece, and means "attacker." We also learned that the famous skull-and-crossbones flag, the "Jolly Roger" may be so named from the French *joli rouge*, or "pretty red," and that led us to learn that many early pirate flags were not black, but blood red.

We got treasure-hunt maps next, and set off outside to gather clues. As we passed the mold loft, a "mermaid" sang sea songs. (On our way back, we stopped to hear

Curator Bob Webb expressed thanks to Volunteer Thatcher Pinkham. "Tad's been the sparkplug for this project," he said. "His enthusiasm for the model got us all excited about returning it to A-1."

On learning of the grant, Pinkham wrote, "It's good to know that now the model will be a pleasure for future generations to enjoy. This is Christmas in July!"

The engineering firm of Gibbs & Cox established the Model Shop in 1937 to make three-dimensional engineering models of complex new warship designs. For more than 30 years its artisans created exquisite, accurate models. Two Gibbs & Cox boardroom display models are currently on exhibit: the destroyer *De Haven* (1944) and the yacht *Corsair* (1948).

'Vast, Mateys! Plan Now for Our Pirates' Party

Maine Maritime Museum's successful 1997 *Pirates' Party* will be repeated this year from 6-9 p.m. Friday, October 30, rain or shine. Our *Pirates* and *Mermaids* can be counted on to deliver fun, food, and knowledge in a convivial setting appropriate to Halloween.

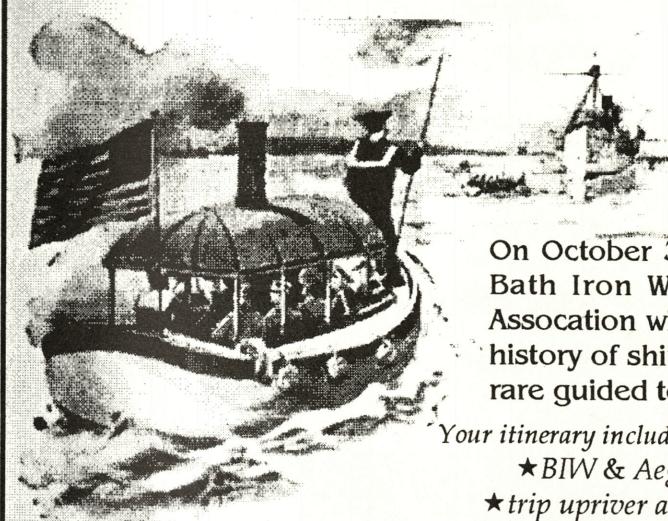
What better way to describe the festivities than to listen to the words of one satisfied customer who attended last year?

Captain Cutlass tell the story of "One-Eyed Willie" and also perform magic tricks.)

Once we had all our clues, we boarded the schooner Sherman Zwicker. But we found the pirates' chest guarded by the infamous female pirates Anne Bonney and Mary Read. They gave us keys which we hoped would open the huge chest. Ours didn't, but while we were aboard a partygoer's key did open the lock. The lucky young fellow got to keep all the treasures inside, but we got smaller versions, so no one left empty-handed.

Back on land, a roaring bonfire became the perfect setting for pirate "yarns" and a snack of popcorn, cider and caramel apples. We enjoyed a ride on a horse-drawn hay wagon, and talked about what life must have been like in the days of the pirates.

What a fun way to enjoy Halloween—and without all that candy!



You're Invited Behind the Scenes at Bath Iron Works

On October 3 Maine Maritime Museum, in cooperation with Bath Iron Works and the Bath Area Bed and Breakfast Association will offer a five-hour look (10 a.m. - 3 p.m.) at the history of shipbuilding and Bath Iron Works, culminating in a rare guided tour of BIW.

Your itinerary includes ★ coffee and muffins ★ Percy & Small shipyard tour
★ BIW & Aegis destroyer orientation video ★ tasty box lunch
★ trip upriver aboard Linekin II ★ guided tour of Bath Iron Works

\$30 members; \$35 non-members Reservations required: Call (207) 443-1316

Exhibitions, continued from page 1

Treasures of the Sea will include some of the most important artifacts acquired since January 1996. Many of the objects featured in recent issues of *The Rhumb Line* will be on view, including the "Sarah Ann" telescope (see page 8), John Gardner's model of the yacht *Florin*, and a Chinese painting of the bark *Island City*.

"The hallmark of this exhibition is quality," Director Tom Wilcox said. "These donations continue to demonstrate that the museum is recognized as an appropriate repository for our region's maritime history."

Two other new exhibitions will complete the autumn calendar. From September 18 to October 18 the Peterson Gallery will be home to *Cook's Tracks*, an exhibit of maps, charts and engraved images created in the wake of Captain James Cook's Pacific explorations during the 1770s.

Cook's Tracks pays tribute to the September 25-30 visit of H.M. Bark *Endeavour*, the Australian-built replica of the vessel Cook commanded on his first voyage of exploration.

Beginning October 24 the Peterson Gallery will feature half-hull models by the late Ray Small. Small, a

"founder" of MMM created models of local boats and historic watercraft. Family sailing photographs and memorabilia will be included, as well as a watercolor painting of his home-workshop created for the exhibition by nationally-recognized artist Tim Clark, who happens to be the husband of Ray Small's daughter Marriott.



Don't Let Us Sail Without You!

Support MMM by Becoming a Member

Individual	\$25-49
Family	\$50-124
Sustaining	\$125-249
Patron	\$250-499
Shipwright	\$500-999
Downeaster	\$1000+

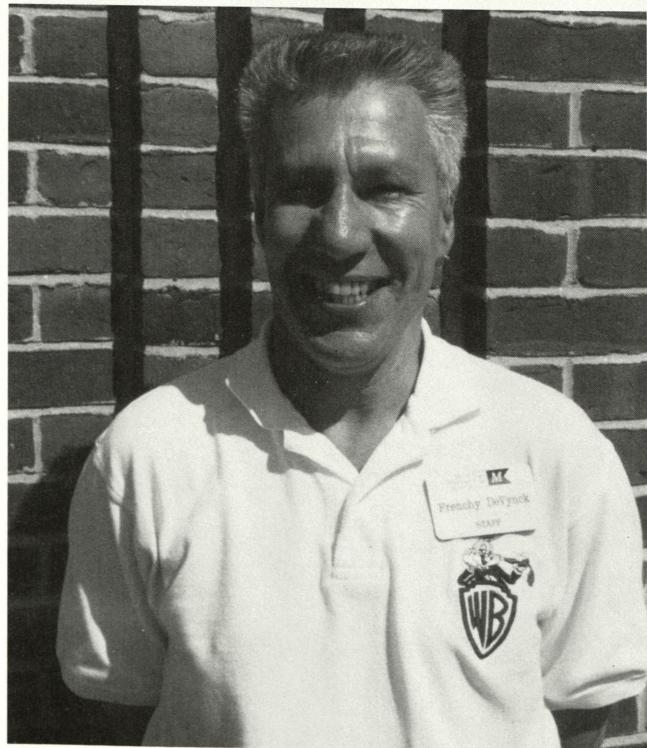
Please send us your check or call our
Membership Office at (207) 443-1316

**Annual Meeting
September 19, 1998
Please Plan to Attend**



News In Store

"Frenchy" Says—Richard (Frenchy) DeVynck, modelmaker extraordinaire (below), reports great progress in the Model Shop. Using the latest computer technology, Frenchy expects to have the after cabin of the Cora F. Cressy scale-model on view soon, complete with all its fine panelling. He's also working overtime designing and creating wonderful proprietary items for our Museum Store, such as this beautiful Cora F. Cressy trailboard plaque (right) in two styles, exotic wood \$125 and painted wood \$98, and brass Cressy trailboard ruler; both available in strictly limited numbers.



New Products Embroidered with MMM Logo!

- Ball cap in denim and khaki \$14.00
- Short-sleeve t-shirts in slate \$17.00
- Long-sleeve t-shirts in navy and pine \$28.50
- Nantucket fleece zippered pullover in natural \$59.00
- Tote bags with MMM embroidered ribbon on handles and pocket in natural/navy \$29.50
- Canvas and leather belts in natural and navy \$23.50
- Key rings: leather \$6.50 or navy canvas web \$4.50
- Custom-woven silk MMM tie \$36.00

P.S. Have you seen Roger Bragdon's new book about the history of the ship Henry B. Hyde, greatest of the Downeasters (and built on what is now Museum property)? It's one of many fine sea books now available in the book section.

10% Members Discount!

Library Acquires Important Claes Photographic Collection

Thanks to generous contributions from, and the encouragement of museum members Amory M. Houghton III, Henry Keene, Ken Kramer and Ken Martin we have acquired the well-known Frank Claes collection of vessel photographs. The exact number of images is not yet known but the files and binders of prints and notes on ship histories fill 17 cartons. Negatives and the index-card file fill 10 small file drawers.

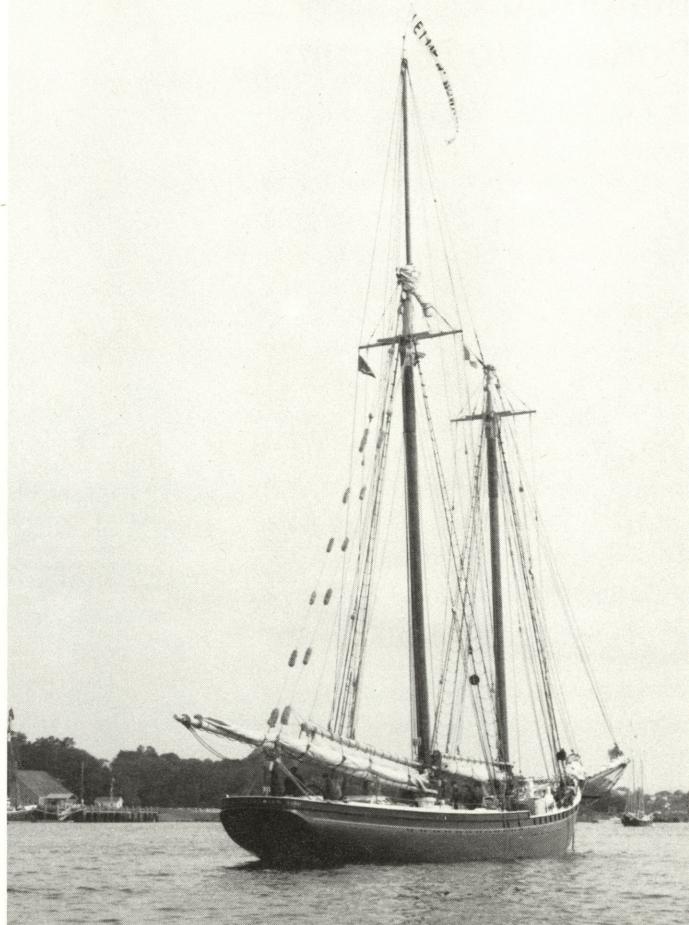
At the least there are more than 1,000 photographs neatly filed in alphabetical order by vessel name, with steamers separated from sailing vessels. The majority of images are of Maine-connected vessels.

This acquisition greatly enhances our collections of photographs from Penobscot Bay, Washington County and Casco Bay, and broadens the collections enormously in the area of the library that receives the most requests: pictures of vessels.

The Claes Collection is not yet readily accessible, but Library Director Nathan Lipfert reports that it will not take long to arrange and inventory because it's in such good order: another fascinating project for the fine corps of library volunteers!

Small Point

Who has seen the hulk of the five-masted schooner in Robinhood Cove, Georgetown? She was the 241-foot Mary F. Barrett, built by Gardiner G. Deering in 1901 on what is now the museum's south parking lot. In 1928, after a long idleness on the waterfront at Bath the tugboat Seguin was hired to tow her there. She must be the least-known of all the big schooners resting their wearied bones in Maine.



On the Waterfront — *Noteworthy visitors this summer included several sail-training schooners that spend part or all of their season in the Gulf of Maine. During July the century-old Fredonia-style schooner Lettie G. Howard of New York (above) moored off our docks. Other days the Kennebec was graced by the schooners Harvey Gamage and Spirit of Massachusetts. We also enjoyed a visit by members of the Portland Yacht Club.*

— Photo by Bob Webb

SLOPS WANTED!

(Wish List)

stationary sander
9v. (or bigger) cordless drill
cotton diapers
clipboards

wooden rulers
craft paint
planking clamps
lime (4 acres worth)
library cart
box compass
small trailer for yard work

utility shelf cart
final-point-of-sale work station-computer unit for the store

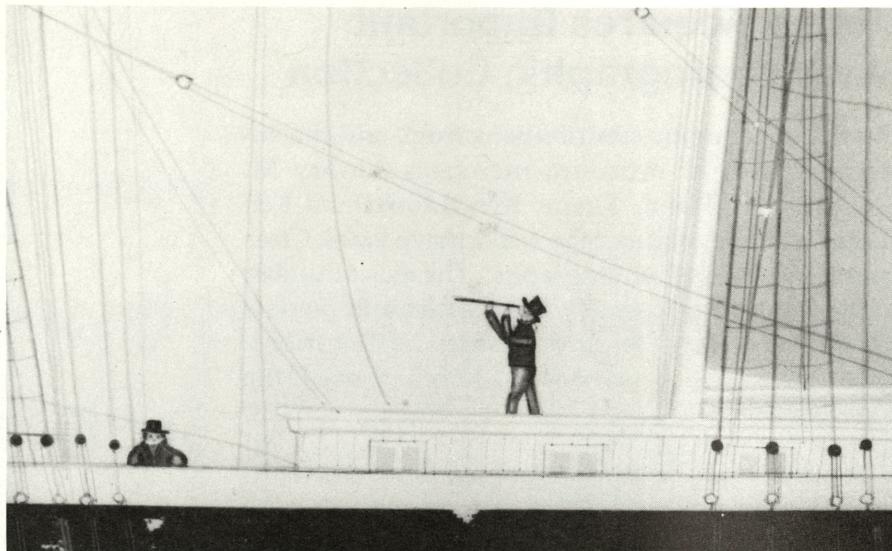
Please call Tom or Ruth at (207) 443-1316 if you can help out. Thanks!

Historic Long-glass Donated to Museum

Our collection of long-glasses (otherwise known as spyglasses or telescopes) has been augmented by a fine example with a known *provenance*, or past history.

A gift from William S. Skolfield, the long-glass belonged to Captain William Stanwood Skolfield (1814-93), a brother of the donor's great-grandfather who at various times commanded the ship *General Dunlap*, bark *Sarah Ann* and brig *Mary Pennell*. Its brass barrel is engraved *J. Bassnett / Liverpool / Wm. S. Skolfield*.

James Bassnett (after 1841 Bassnett) began about 1829 as a clockmaker. By 1845 he was known as a chronometer-maker with a business at 1 Roberts Street, Liverpool. It is likely Captain Skolfield obtained the long-glass about that time.



Interestingly, an 1845 Antwerp reverse-on-glass painting of the *Sarah Ann*, purchased for the collections in 1993 by Erminie Reynolds, shows Captain Skolfield atop the after deckhouse peering intently through a long-glass — probably the very one that has now come to Maine Maritime Museum through Mr. Skolfield's generosity.

The Past in the Present —
A detail of the 1845 painting of the bark Sarah Ann (above) shows a caricature of Captain Skolfield using a long-glass that may be the same one recently given to the museum (below).

- Photos by Bill King



Welcome Aboard! New Members May - July 1998

Henry H. Atkins
David & Nancy Barber
Deborah L. Beecher
Thomas & Sonia Bissell
Dolores & Bob Black
RADM & Mrs. W.H. Cantrell
Frank H. & Florence T. Carman
Anne Chabot
William Colby
S.T. Crapo
Peter & June Dalton-Morris
Haley Eberhart
Jacqueline Fawcett
Katherine M. Fisk
Michael Fitzgibbons
John & Beth Frumer
John Garrity
Wendy Gilbert & Steve Reynolds
Samuel J. Gilmore
Lynn & Sharon Goldstein

Thomas R. Goodyear
Robert M. Gullo
Andrew & Deborah Hagler
Dan Hahn
Stephen Heartt
Mary Evelyn Hults
John R. Joseph, M.D.
Darcie Lincoln
William Lowell
Bruce B. MacMillan
Kristen Malin & Geoffrey Birdsall
Elizabeth Maule
Louise R. McCollum
James E. McCrea
Bonnie W. McGowan
Robert S. & Margaret J. Mellis
Mike & Betty Monaghan
James F. Morgan
Morse High School Graduates of 1998
Richard & Ann Nemrow
Neil & Katharine Nevins
Charles S. Perry
Linda J. Piper

Peter K. Race
Harold C. Ralph
Theresa Raven
Matt Reynolds & Denley Poor-Reynolds
Jeffrey & Vivienne Rosenbaum
Wendy & Rob Scammon
Cushman L. Sears
Faye Shea
Lois Stabler
Deborah Stewart
Mr. & Mrs. John L. Swift
Roderick & Anne Swift
William M. Thompson
Seymour I. Toll
David L. Tondreau
Henry W. Uhle
Mr. & Mrs. Robert Walters
Mr. & Mrs. Hartley Webster
Robert M. Whitcomb
Katherine Woltz
Sarah J. Woolf-Wade
Carol L. Zegart

Re-Live Maritime History Aboard H.M. Bark *Endeavour* . . .

Lose yourself in the mystery and magic of life at sea when the H.M. Bark *Endeavour* replica arrives in Bath. Volunteers are needed to staff the vessel during her 10-day stay in Bath; at Maine Maritime Museum from September 25-30, and at the Bath City Dock during October 1-5.

Volunteers are needed daily to stand three watches: Forenoon (9:45 a.m. - 1 p.m.); Afternoon (12:45 - 4 p.m.) and Dogs (3:45 - 6 p.m.). Each volunteer will be placed at a "static" station and rotated to a different station every hour. There will also be opportunities to lead school or special groups on tours of the entire vessel.

As an *Endeavour* volunteer you will be trained approximately two weeks prior to her arrival. You will receive an official uniform, including a straw boater, a volunteer guide's shirt and a nametag. After four watches are stood the uniform is yours to keep. You'll also receive a handbook for volunteer guides, which puts all *Endeavour* information at your fingertips.

Become part of the living history of the H.M. Bark *Endeavour* replica. Call Volunteer Coordinator Ellen Conner at (207) 443-1316 to sign up for this unique experience.

Small Point

Cape Horn was named in 1616 by Captain Willem Schouten, sailing under the Dutch flag for the interests of merchant Isaac Le Maire. Schouten named it "Hoorn" in honor of the village on the Zuider Zee where he and Le Maire's son Jacques began their voyage.

His Majesty's Bark *Endeavour*! Volunteers Needed on board

*It's August 26, 1768, and H.M. Bark *Endeavour* is leaving England for the South Seas to observe the transit of Venus across the sun, an event that only occurs once every hundred years. Along with you, your shipmates and your captain, James Cook, are gentlemen scientists eager to study the flora and fauna of the South Sea. King George III, with some gentle persuasion from the Royal Society of London has funded the expedition.*

Although you have never sailed before you are ready for the challenges the sea has to offer. Bad weather, spoiled food and exhausting work do not dampen your spirits, for you realize that if you return you will never view life in the same way again.

. . . then Round Cape Horn with our Curator

MMM Curator Bob Webb has been selected by the Smithsonian Institution to be guest lecturer aboard Holland-America Line's January 1999 South American Explorer Cruise from Rio de Janeiro to Valparaíso.

The 1,200-passenger M.S. *Noordam* departs Rio January 18th on a 16-day adventure that will include a stop at Port Stanley in the Falkland Islands (long-time home of the Maine-built clipper ship *Snow Squall*) and — weather permitting — a daylight rounding of Cape Horn.

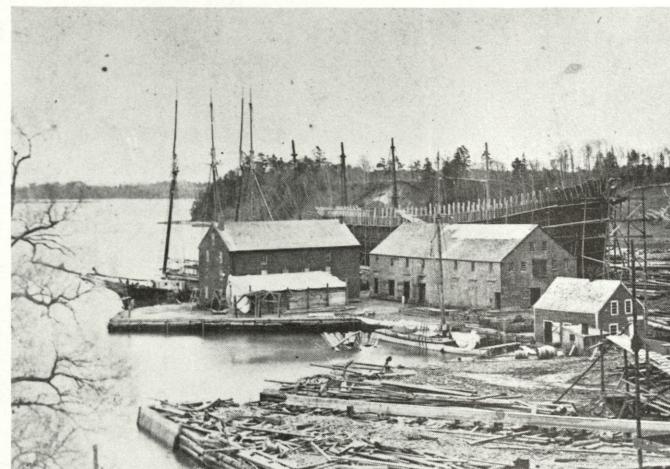
En route the ship will call at some of the fabled ports of South America: Montevideo, Buenos Aires, Ushuaia, Punta Arenas and Puerto Montt. The ship will make a rendezvous with the Alemania, Francia and Italia Glaciers and cruise the famous Beagle and Cockburn Channels and the Strait of Magellan. While at Punta Arenas an optional "flightseeing" tour of Antarctica will be available. The ship arrives at Valparaíso on February 2nd where passengers will disembark.

During the voyage Bob will present historical talks about Cape Horn and the ships and men that made a living "doubling" it during the 19th and early 20th Centuries. His presentations will include a lecture on marine ship-portrait art and a concert of the music and poetry of the Cape Horners entitled 'Round Cape Horn Must Go! Contact your travel agent for booking information.

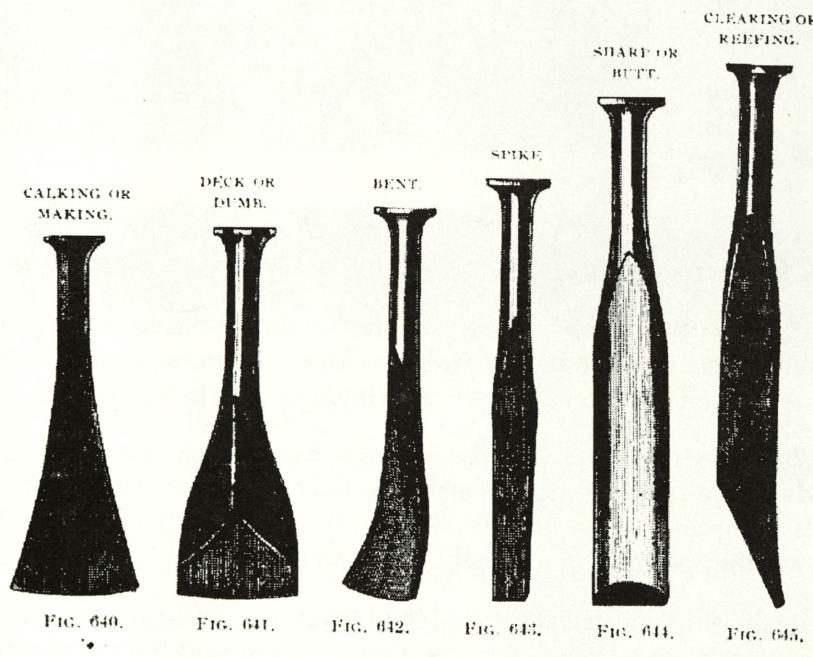
Our Latest Puzzler Well-Solved!

Col. Roger Willock, USMC (Ret.) was first to correctly identify the place in our Puzzler (Issue 16) as Yarmouth, Maine. Bill Bunting then informed us of the names of the vessels and shipyards depicted. The large vessel in frame is the 1,704-ton ship *C.F. Sargent*, built at the Blanchard yard in 1874. The barkentine is the *Harriet S. Jackson*, built at the Hutchins & Stubbs yard (around behind the photographer). After launching she was brought around to the Blanchard wharf for rigging. Bill also said that the bales on the wharf were probably hay, since the largest building in the photo was used as a hay warehouse. At this time a great deal of hay was shipped out of Yarmouth.

A check into the Roger Peterson Photograph Collection (PC-60) in the Museum Library then revealed a series of original photographs taken at the same time and place, confirming the location and date. Confirmation also came from Jim Millinger, who indepen-



dently ran down the identification of the area and the shipyards, and informs us that Yarmouth Historical Society has two colored lantern-slides of the same image (L.R. Cook Collection, 1989.59.16 and 1995.85.36). Thanks to all these gentlemen for their knowledge and work to help us know what we have.



The Thomas Laughlin Co., 1897

Webster's Third International (*Unabridged*) has no indicated preference.

McEwen & Lewis are equally noncommittal.

Bill Baker, even-handed as ever, prefers caulk and mould.

Charles H. Oliver, the man in charge [of the caulkers at Percy & Small] definitely preferred caulk to cork, though he did use the latter at least once.

Fred W. Rideout always used mould rather than mold; so did his successors Bant Hanson and E.C. Crosby.

To Caulk or Calk; to Mould or Mold

Historian Lin Snow memos us about a disagreement among shipping types regarding the terms *caulking* vs. *calking*, *moulding* vs. *molding*. His observations appear, about unedited, for our readers' interest.

"There is some disagreement relative to the spelling of the above terms. Some appear to prefer the English (i.e. *au* or *ou*) spelling and others the American (i.e., plain old *a* or *o*).

"Barring loud objections from someone," Lin concludes, "I opt for the *caulk* and *mould* spellings. If it was good enough for the guys doing the work, it should be good enough for us."

Information Sought on U.S.S. *Maine* Artist

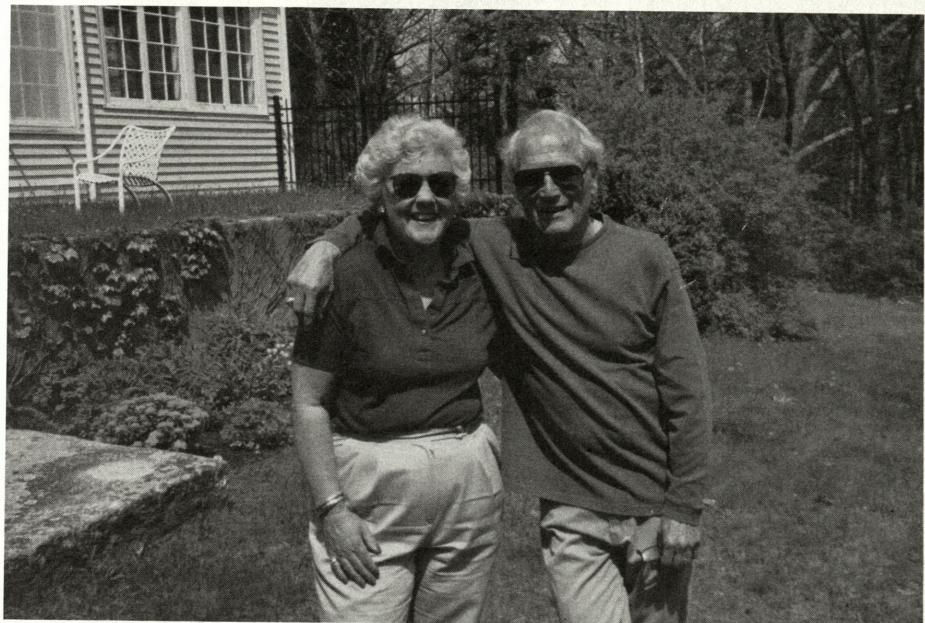
A contemporaneous watercolor-and-gouache painting of the battleship *Maine* (see back page) has joined the Museum's historic collections. It is signed *R.G. Skerrett 94*.

Curator Bob Webb has so far identified only one other painting by Skerrett, an 1864 work depicting the Confederate States Navy ironclad *Manassas*, now in the collections of the Smithsonian Institution.

Skerrett's painting of *Maine* represents the artist's mature style. At the center of the composition he has shown the sleek new battleship running at high speed before an approaching squall.

His subject matter was hypothetical, of course. Although the ship had been ordered in 1886 evolving technology had delayed her completion: *Maine* did not join the fleet until 1895, the year after Skerrett completed his painting.

The painting and its "first" (original) frame have been conserved and may be seen in the exhibition *We Remember: The Battleship Maine*, through November 8.



We're Not Star-struck, But . . . — Trustee Elena Vandervoort recently hosted Paul Newman (above), one of the stars of the new film *Message in a Bottle*. The Warner Brothers crew spent several weeks filming locations in Phippsburg and shot one scene in our Boat Shop.

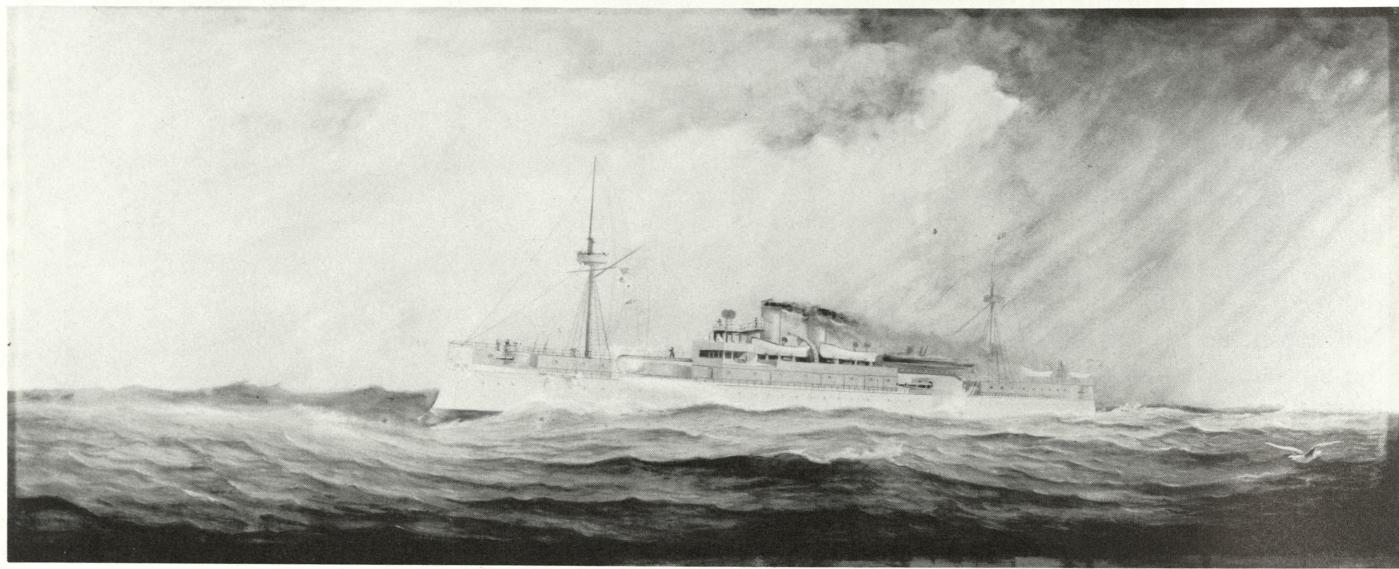
— Photo by Joan Maloney



Matching Contributions

Contributions, and in some cases membership dues are matched by many corporations. However, the museum has to be approved for matching funds and then apply for each match as the gift is received. If you are employed by—or retired from—a company that has a matching program please let us know by calling the Membership Office at (207) 443-1316.

Old Money — The only gift of funds we can't budget: Frederic Sharf of Chestnut Hill, Massachusetts has donated an uncut sheet of 19th-Century specie issued by the Searsport (Maine) Bank. The paper money was printed in denominations of \$1, \$2, \$3, and \$5, each of which features wonderful nautical vignettes.



The Maine, R.G. Skerrett, watercolors and gouache, 13½ x 34½ in., [18]94 (see page 11)

MAINE
MARITIME
MUSEUM
243 Washington Street, Bath, Maine 04530



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